

THE PATENT OFFICE.

Curious Things to Be Seen in Its Precious Galleries.

Abraham Lincoln as an Inventor—Flying Machines by the Score—Devices for Harnessing Storms and Waves—The Hen Persuader.

[Special Washington Letter.]

There is wit and wisdom, fun and frolic, everywhere in the model room of the patent office. Every visit reveals some wonderful thought made manifest, but heretofore unseen. The best models do not adequately express the intricacies of the reasoning which they are intended to convey; and scientists do they perfectly make manifest the conclusions reached by their authors. The solid thoughts of solid men, wrought into valuable machinery for trade and commerce or terrible engines for war, are not more interesting than the freaks of ingenuity displayed on every hand. The patent museum is a place of interest for the philosopher as well as the careless dilettante. The amusement and entertainment of this wonderful place has since passed for me; and it was with the plodding thoughtfulness of a philosopher that I went through the patent office with some friends this afternoon. While they chatted and chattered about the peculiar things before them, my mind was dwelling upon the fact that this place was a chamber of horrors.

These devices for flying machines, perpetual motion, for aerial navigation upon many plans, and for other schemes impractical for the present, are interesting, it is true, so long as one does not look away beyond them and see in a dark and dingy room, the inventor himself. But, when we remember that these curious devices emanated from untrained, uneducated brains, and from strong and ambitious intellects, we can faintly imagine the disappointments and sorrows of the unsuccessful inventors. Some of them lived in garrets, in crowded cities, with little regard and sometimes without food. They could see before them nothing but poverty and consequent wealth. Their graces faded away, alas, and in the wear and yellow leaf of life they either went over the hills to the poorhouse or found final rest, after life's fitful fever, in the father's field, unloved, unmoted, far from home and the loves of early life, with "unknown" marked upon a plain slab headstone.

The poor inventor, however, found ample success in after life; but not from his invention. Had he depended upon that, he would have foundered long ago. It is upon that creation of his brain, upon many inventions, his life would have been a failure. But, after placing himself on file, he turned his mind to the continuance of his profession and became a great lawyer. The model is in a glass case along with other devices which represent life's failure for many people. It is like an ascension, and was intended to be attached to the hull of a river craft to enable their navigators to float them over shoal places, to rescue them when stranded. These balloons were intended to be inflated in case of necessity, and used as buoys. Their inventor signed his name "Abraham Lincoln" and he afterward became president of the United States. His name is a household word in this land and will always be familiar to the school children of America. But, as an inventor, he is wholly unknown.

One of the peculiar devices for navigating the waters is a boat to be propelled by a gigantic windmill, but little smaller than the boat itself. It never probably occurred to the inventor that a man at sea would render his windmill device a delusion and a fatal snare to the vessel using it, and to the passengers traveling by that method of propulsion. Another inventor, however, believing in the windmill theory, made an improvement (?) upon it, by providing a treadmill on deck, to be worked by hand power to make the windmill revolve. This invention with its improvement probably represents the wasted efforts of two ambitious lives, and suggests again the chamber of horrors. It is rivaled by another model which provided in the hold of a vessel a great engine which is intended to pump water into the bow of the boat, and pour it upon a water wheel fixed at the stern of the vessel, the object being to force the boat along by

ventive genius. For example, there is a machine for navigating the atmosphere by means of inclined fans, and revolving sails, with an enormous kite instead of a balloon for elevating the machine and keeping it in the air. The fact that a kite was recently sent up on the New Jersey coast, with its trailing string attached to a light yawl, which it carried two hundred miles out to sea, is cited as a practical demonstration of the power of a kite properly used for propulsion. But while this is indeed a practical demonstration of the possibilities of aerial and water navigation combined, the inventor does not explain what destination the passengers would make in the event of the refusal of the wind to keep on blowing. The enthusiastic inventor himself would probably prefer testing his apparatus by proxy, before intrusting his life to his own kite-fan-sail-yawl invention.

Everyone who has stood by the sea and watched the tireless beating of the waves upon the sand, must have thought of the wonderful amount of power in those ceaseless waves. An inventive genius has undertaken to utilize that power for the navigation of a ship. He has made a model which exhibits a weight such as is used upon pile-drivers, suspended pendulum-like from an inclined mast. The waves are expected to make this pendulum swing back and forth; and the power thus



THE HEN PERSUADER.

captured is conveyed to the propeller by a peculiar mechanism. The inventor pre-supposes that the waves will always swing his pendulum with precisely the same motion; but he has made no provision, and can make no provision, for a storm at sea, or even an ordinary gale, which would swing his weight back and forth through the ship like a terrible trip-hammer, smashing and crushing everything in contact with it, and shattering the ship to splinters. This model represents a wasted life and wasted energies, commensurate with the wasted powers of the ocean which the poor fellow vainly strove to bridle for the use of man.

In the glass cases where firearms are exhibited, there are curious innumerable and indescribable. One singular invention by a farmer always attracts attention. It was intended for frontiersmen who were obliged to come in contact with hostile Indians. In the first place it would have been so costly that no pioneer could have afforded one, and in the next place it could never have been practically used. The beam of a plow is converted into a gun, and was intended both to fool Indians and to kill them. If a hostile Indian came upon a farmer with one of these plows, he could see, of course, that the farmer had no rifle with him. Then, as he advanced to kill the farmer, that worthy could just turn his horses to one side and shoot off his plow at Mr. Indian, and go ahead with his work.

Here are all the models of the small arms, siege and field pieces and marine weapons of offense and defense invented by our countrymen since the foundation of the government. The majority of them have been patented since 1860, when our civil war commenced. There is in this collection a rifle whose entire stock is a skeleton filled with cartridges. It cannot be made serviceable on account of its great weight, and because it works too slowly.

How would mother like to have a rocking chair which plays an organ, works an automatic fan and rocks itself by clockwork? How would baby like that way of going to sleep? Some thoughtful fellow of domestic turn of mind has invented this homo harmonizer, but it costs too much for poor people, and rich mothers prefer to employ nurses. Hence the inventor remains poor and unhappy.

Some day f-haw has sat up nights to invent a machine which will pick up sticks of wood, put them on the saw-bank, hold them there with an artificial knee and saw them into proper lengths. This can be worked with a treadle, while the farmer sits in doors, and smokes his pipe in peace, growing fat and jolly, while he watches his wife cleaning house and baking for the hands.

The "hen persuader" was described when the patent was applied for. It is a long wire attached to the hen's ankle, extending backwards. It prevents the fowl from scratching or moving backward and compels her to go forward all the time, hunting bugs and supporting herself. SMITH D. FRY.

FASHION CAN'T BE FORCED. Style in Costume Generally the Result of Accident or Incident.

From the first beginnings of the history of dress, which date from the garden of Eden, there is no instance of the deliberate adoption of a costume. No person or body of persons has ever said: "Go to, we will now make a fashion," and has made it. The history of dress is the history of the accidental and the incidental. It does not require a very long memory to look back over the futile efforts to force fashions, supported by the most unanswerable arguments, of the unoffending women of this country. The New York Evening Sun instances bloomer costume, which was organized and promoted by Mrs. Amelia Bloomer, now a hard-working woman in long skirts out west. A few years ago the divided

skirt, which Lady Barberton has for twenty years tried to coax English women into, was busily taken up and eloquently promulgated in this country. A number of outwardly well-clad women were really persuaded to put it on. It proved to be not only ugly, but a nuisance, and the same women not only discarded it, but put on tight; it is easy to go down hill. The promoters of the divided skirt now call themselves a national council, and have put forth another scheme of dress for women. National is a large word. It is pretty safe to say that unless the national council is backed up by the army and navy there is very little hope that their costumes, even those unqualifiedly supported by reason and anatomy, will be adopted by the women of the country. Neither reason nor anatomy has ever had much to do in enforcing a fashion.

Church Building in Germany. One of the most notable features of the reign of Emperor William is the extraordinary impulse which has been given during the last few years to the building of churches in various parts of the empire. In Berlin alone no less than twenty-six new churches have either been erected or commenced since the accession of Emperor William, which, added to the four-and-twenty evangelical churches with which the Prussian capital was previously provided, will render Berlin as fully entitled to style itself "The City of Churches" as Brooklyn. These new churches represent a money value of twenty million marks, three millions of which have been provided by the emperor and the government, while all the remainder has been raised by voluntary contributions.

"The senator who has just sat down," whispered the guide in the visitor's gallery, "began his public career as a page." "Indeed?" said the visitor. "I judge from his speech that he has developed into a volume."—Harper's Bazar.

Notice—Dog Licenses.

Notice is hereby given that Dog Licenses are now due and payable at my office at City Hall. All dogs found without license tag, after 10 days from date, will be shot. J. W. BLANKENSHIP, City Marshal. By J. F. BRIGGS, Deputy.

Ordinance 151.

Repealing Sections 50, 59 and 60 of Ordinance No. 148 in Regard to City Licenses.

The Common Council of the city of Phoenix do ordain as follows: SECTION I. Sections No. fifty, fifty-nine and sixty, of Ordinance No. 148, entitled an "Ordinance Amending Ordinance No. 138 in Regard to City Licenses," are hereby repealed.

SECTION II. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

SECTION III. This ordinance shall take effect and be in force from and after its passage and publication as required by law. Passed by the Common Council this 15th day of June, 1895. Approved this 15th day of June, 1895. ED. SCHWARTZ, Mayor. P. J. COLE, City Recorder.

Stage Lines.

Phoenix & Prescott Stage Line.

FOR PRESCOTT, VIA BLACK CANYON: Leave Phoenix, Tuesday, Thursday and Saturday at 7 a. m. Arrive, Sunday, Wednesday and Friday at 9 a. m. Fare, \$12.50. Fifty pounds of baggage free; excess, 6 cents per pound. For Prescott, via Valleys and Congress: Leave Phoenix, Monday, Wednesday and Friday at 7 a. m. Arrive, Tuesday, Thursday and Saturday at 5 p. m. Fare, \$12.50. Fifty pounds of baggage free; excess, 7 1/2 cents per pound. Office with Wells, Fargo & Co. C. W. GREENLEAF, Agent.

U. S. MAIL AND STAGE LINE.

Passengers from Globe, San Carlos, Fort Thomas and all points below will please take the stage at Solomonville for Duncan on Mondays, Wednesdays and Fridays at 7 o'clock a. m. making close connection at Duncan with the train from Lordsburg to Clifton and Morenci. Also with the stage for Carlisle, New Mexico, returning from Duncan to Solomonville on arrival of train from Clifton and stage from Carlisle on Tuesdays, Thursdays and Saturdays, at 5 p. m.

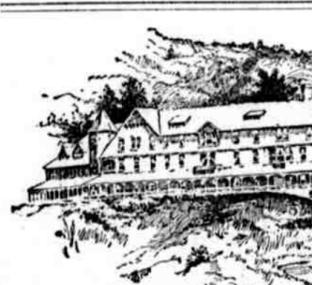
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Living at Solomonville at 6 o'clock p. m. I keep a good corral at each end of the route. This is a short road free from dust and chuck holes. Commercial men taken on any day of the week. NOAH GREEN, Proprietor.

Ho for White Hills Mining Camp!

Tri-Weekly Stage Line. Through in one day: 3-passenger, 4-horse thoroughbred wagon; change horses at Cross ranch and at Mountain Springs; leaves Kingman Monday, Wednesday and Friday at 7:30 a. m., and arrives at camp at 7 p. m. same day. Leaves White Hills Camp Tuesday, Thursday and Saturday at 8 a. m., and arrives at Kingman at 6 p. m. same day. Fare, \$7; freight 1/2. Shortest and most direct route to the New White Hills mining camp. Stage office at store the W. H. Taggart Mercantile company. Extra conveyances on application. CROSS & CO., Prop's, Kingman, Ariz.

Florence and Casa Grande Stage.

Stage leaves Casa Grande at 7 a. m., each morning, arrives at Florence at 11:30 a. m. Returning leaves Florence at 1:30 p. m., arrive at Casa Grande at 6 p. m. Make connection at Florence with stage for Globe. This line is fifty miles nearer Globe than any other line. DREW, STEVENS & CO., Proprietors.

PHOENIX, TEMPE AND MESA STAGE.

MORNING STAGES. Lv. Phoenix at 7 a. m. Lv. Mesa at 1 p. m. Lv. Tempe at 9 a. m. Lv. Tempe at 3:30 p. m. Ar. in Mesa at 10 a. m. Ar. Phoenix at 4 p. m. EVENING STAGES. Lv. Phoenix at 2 p. m. Lv. Mesa at 6:30 a. m. Lv. Tempe at 3:30 p. m. Lv. Tempe at 7:30 a. m. Ar. in Mesa at 5 p. m. Ar. Phoenix at 9:30 a. m. Carry Passengers or Express. FRANK MILLER, PROP. Office at Mesa Fruit Store.

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Southern Pacific Co.

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2:50 A. M. DAILY MIXED TRAIN FOR Tucson, Benson, Lordsburg, Deming, El Paso and intermediate stations.

12:50 A. M. DAILY PACIFIC EXPRESS FOR points in California, Nevada, Oregon and Washington.

11:12 P. M. DAILY ATLANTIC EXPRESS FOR Tucson, Benson, Deming, El Paso, San Antonio, Houston and New Orleans.

8:15 P. M. DAILY MIXED TRAIN FOR Yuma and intermediate stations.

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THE FARMER AND THE INDIAN.

the suction at the bow and the propulsion of the revolving waterwheel at the other end. Other inventors are un-tilled this day working on this thought, and are sending their exemplified ideas to the patent office. The men who believe in the ancient theory of flying like birds are still on earth, working upon models which are intended to accomplish that feat. There is a model here for a bird machine, with feathers of tin and silk. The inventor intends to elevate and support himself with his machine with an enormous balloon, while he steers with his wings and tail feathers of tin and silk. There are some thousand devices for aerial navigation, and every one of them has been patented. It is some sensible suggestions concerning the solution of the problem which is certainly not insoluble, but which is yet undemonstrated by in-